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FOR OT-UT 701210

15 April 1970

SUBJECT: ~~Operational Report~~ Lessons Learned, Headquarters, 1st Aviation  
Brigade, ~~Period Ending 31 January 1970~~

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 1ST AVIATION BRIGADE  
APO San Francisco 96384

AVHAGG-C

14 February 1970

SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation  
Brigade, Period Ending 31 January 1970, RCS CSFOR-65 (R2)

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1. (C) Operational Significant Activities.

a. Command.

(1) The 1st Aviation Brigade mission of providing effective, responsive Army Aviation support to US, RVN and FVMAF ground elements remained unchanged.

(2) Changes in Key Staff Personnel

(a) Commanding General

MG Allen M. Burdett, Jr., USA, [REDACTED] 1 Nov 69 - 5 Jan 70  
BG George W. Putnam, Jr., USA, [REDACTED] 6 Jan 70 - 31 Jan 70

(b) Deputy Commanding General

BG Frank Mearns, USA, [REDACTED] 1 Nov 69 - 11 Dec 69

(c) Deputy Brigade Commander

COL Leo D. Turner, IN, [REDACTED] 12 Dec 69 - 31 Jan 70

(d) Chief of Staff

COL George E. Handley, Jr., FA, [REDACTED] 1 Nov 69 - 21 Nov 69  
COL Leo D. Turner, IN, [REDACTED] 22 Nov 69 - 11 Dec 69  
COL Jack M. Tunlinson, IN, [REDACTED] 12 Dec 69 - 31 Jan 70

(e) G1

LTC Thomas E. Anderson, IN, [REDACTED] 1 Nov 69 - 9 Jan 70  
LTC Jerry M. Burgard, FA, [REDACTED] 10 Jan 70 - 31 Jan 70

(f) G3

LTC James M. Peterson, AR, [REDACTED] 1 Nov 69 - 16 Dec 69  
LTC Emory W. Bush, FA, [REDACTED] 17 Dec 69 - 31 Jan 70

(3) The organization and location of 1st Aviation Brigade units is shown in the Organizational Chart at Inclosure 1 and the Station List at Inclosure 2.

b. G-1/12

(1) The average strength of the 1st Aviation Brigade during the period November 1969 through January 1970 compares to the average for last quarter as follows:

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	OFFICERS	WARRANT OFFICERS	ENLISTED	TOTAL
August - October 2020		2507	19451	23978
November - January 1929		2316	18578	22823

(2) During this quarter the Brigade strength was decreased by a total of 1,593 men.

	REPLACEMENTS	ROTATEES	DECREASE IN STRENGTH
Officers & WOs	907	948	41
Enlisted Pers	3734	5286	1552
TOTAL	4641	6234	1593

(3) Awards quarterly report as of 31 January 1970.

AWARD	November 69	December 69	January 70	3 month TOTAL
SM	8	18	14	40
SS	6	5	7	18
BS'V'	13	21	9	43
DFC	130	129	64	323
AM'V'	125	114	155	394
BS	477	473	786	1736
ACM'V'	30	67	107	204
AM	7585	7482	5189	20259
PH	65	62	29	156
ACM	1327	1634	2343	5304
TOTAL	9766	10005	8705	28476

(4) Appointments for Commissioned and Warrant Officers:

USARV Direct Commissions	- 4
DA Direct Commissions	-25

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Warrant Commissions	- 0
RA Officer	- 8
RA Warrant Officer	- 2
OCS	- 0
WOFT	- 3

c. G3

(1) MTOE 01-66G was implemented on 25 November 1969. This document will replace proposed MTOE 29-701 for HHC, 1st Aviation Brigade. At present this section is writing a change to MTOE 01-66G to upgrade the staff from Special to General and to make other minor personnel changes to better assist this Headquarters in performing its mission.

(2) MTDMA P5W13PA401 Command Aircraft Company was reorganized on 25 November 1969. This action resulted in minor personnel changes; mission and capabilities were not modified.

(3) The following units will be reorganized effective 1 February 1970 by USARPAC GO 786 dated 21 November 1969; 273d Aviation Company (Heavy Helicopter) and 355th Aviation Company (Heavy Helicopter). They will be reorganized under MTOE 1-259G PAC 1/70. This action results in the increase of personnel authorization by 58 spaces; mission and capabilities are not modified.

(4) The following units will be inactivated effective 1 February 1970 by USARPAC GO 786 dated 21 November 1969:

- (a) 382d Transportation Detachment (CGO Helicopter Maintenance)
- (b) 652d Transportation Detachment (Aircraft Maintenance) (DS)
- (c) 662d Transportation Detachment (Heavy Helicopter Maintenance)

(5) The following organizational changes were initiated during the reporting period:

(a) The 312th Aviation Detachment (Division) was detached from the 17th Aviation Group (Cbt) and attached to the 165th Aviation Group (CBT) effective 4 December 1969.

(b) The 314th Aviation Detachment (Division) was detached from the 1st Infantry Division and attached to the 165th Aviation Group (Cbt) effective 31 December 1969.

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(c) The 319th Aviation Detachment (Division) was attached to the 1st Infantry Division effective 31 December 1969.

(d) The 321st Aviation Detachment (Division) was detached from XXIV Corps and attached to the 1st Bde/5th Infantry Division effective 23 December 1969.

(e) The 340th Aviation Detachment (Division) was detached from the 3d Bde/82d Airborne Division and attached to the 23d Artillery Group effective 11 December 1969.

(f) The 341st Aviation Detachment (Division) was attached to the 25th Infantry Division effective 31 December 1969.

(g) The 359th Aviation Detachment (Division) was attached to the 101st Airborne Division effective 31 December 1969.

(h) The 362d Aviation Detachment (Division) was attached to the 25th Infantry Division effective 31 December 1969.

(i) The 364th Aviation Detachment (Division) was attached to the 173d Airborne Brigade effective 31 December 1969.

(j) The 366th Aviation Detachment (Division) was detached from the 125th Aviation Company (ATC) and attached to the 1st Cavalry Division effective 31 December 1969.

### (6) Training.

(a) The 1st Aviation Brigade continues to use all available sources of in-country training to maintain operational readiness at all levels of command. In-country training is essential to augment training provided by CONUS bases. The following data provides a recapitulation of the training quotas allocated to subordinate units during the quarter:

#### Course

#### Quotas

1. Army Aviation Refresher Training School (AARTS) which includes airframe, engine, technical inspector, CH-47 SLS speed Trim Maintenance Course, and armament courses for all helicopters utilized in RVN and CH-47 maintenance supervisor courses. 422

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### COURSE

### QUOTES

2. USARV conducted aviator transition courses and maint courses.	
AH-1G	33
OH-6	12
OH-58 Aviator	16
OH-58 Maintenance	21
3. 1st Avn Bde UH-1D/H I P School	36
4. Survival School	65

(b) There were no UH-1 aviator transition programs conducted by 1st Aviation Brigade for Republic of Vietnam and Republic of Korea pilots during this period. The CG of the Royal Thai Army Volunteer Force (RTAVF) requested through MACV channels that nine Thai aviators who were already UH-1 qualified be permitted to fly with US pilots. A Memorandum of Understanding, Incl 3, was signed by the CG, RTAVF and MG Allen M. Burdett, CG, 1st Aviation Brigade. The nine Thai aviators are currently flying with the 222d Aviation Battalion (Combat), 12th Aviation Group (Combat).

(c) Two Republic of Korea aviators, rated in the U-21 began refresher training 12 January 1970. The refresher training includes instrument card removal. This training is still in progress.

(d) Two Australian Army Aviators rated in the UH-1 are flying operational missions with U.S. aviators in the 3/17 Air Cavalry Squadron.

### (7) Operations

(a) Improvement and Modernization Program (I & M). During this reporting period the 1st Aviation Brigade implemented the first phase of a program that will turn over 8 Assault Helicopter Companies to the Vietnamese Air Force (VNAF) between July 1970 and March 1971. Key points of the program are:

1. VNAF pilots trained at the U.S. Army Aviation School will serve 90 days OJT with a U.S. Assault Helicopter Company upon returning to Vietnam.

2. Wherever possible, the units to be turned over to VNAF are the same ones that the VNAF pilots will train with for 90 days.

3. Each Assault Helicopter Company selected to OJT VNAF pilots is located in the same geographical area that its VNAF pilots will operate in when they are assigned to VNAF Squadrons.

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A. A total of 204 VNAF aviators are to be trained under this program.

(b) This I & M Program has been tentatively agreed upon by 1st Aviation Brigade, USARV, 7th U.S. Air Force, and the VNAF.

d. Aircraft Maintenance.

(1) Change in Cyclic Overhaul Retrograde Criteria for UH-1 and CH-47 Aircraft: On 12 September 1969 the cyclic overhaul type for UH-1 and CH-47 aircraft was changed to 3300 and 2400 hours respectively. Units were required to perform these extensive maintenance inspections and repairs without any assistance. This program imposed significant increased work loads on operational units which brought about a decline in the Brigade's UH-1 average operational ready rate decreased from 83 percent to 76 percent. During the same time period there was no significant reduction in the Brigade CH-47 average operational ready ratio.

(2) Equipment Improvement Recommendation: During the period 1 November 1969 thru 15 Jan 70 there was a significant change in the number EIR's submitted from Brigade units. During the report period of 15 Oct to 15 Nov, 573 EIR's were received, a substantial increase over the previous period. During the report period of 15 Nov to 15 Dec, 593 EIR's were received. During the report period of 15 Dec to 15 Jan only 409 EIR's have been received from Brigade units, a significant decrease over previous periods. This Headquarters will continue to emphasize the importance of submitting timely and accurate EIR's in the hope of compiling a large number during the next reporting period.

(3) Critical Shortage of Marvel Balancing Kit 7HELO50: A determination was made at this Hq. that units in the field were not using proper procedures when balancing UH-1/AH-1G tail rotor hubs due to shortage of complete balancing kits. A msg dtd 210833Z was sent from this Hqs to all units directing that any unit not having a complete balancing kit consisting of a basic Marvel Balancing Kit 7HELO50, Marvel Bore Kit 7HELO65 and Marvel Small Parts Kit 7HELO65 would not balance UH-1/AH-1G tail rotor hub assemblies. Units were directed to conduct a physical inventory of all balancing equipment and a one time report of shortages be submitted to this Hqs. It was found that excessive shortages existed in the 164th CAG. To verify these shortages a field trip was conducted by a representative from the Left. Maint. Office. By combining assets, a large number of complete kits were assembled. Units that were short complete kits were instructed to transport the tail rotor hub assembly to the units that had complete kits. The 1st Avn Bde Maint. Office requested and received nine Marvel Small Parts Kits 7HELO65 from ANMC. Three of these were delivered to 164th CAG. The remaining six kits were delivered to selected units within the 1st Avn Bde.

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## c. Aviation Safety.

(1) The 1st Aviation Brigade flew 456,163 hours during the reporting period and experienced 79 aircraft accidents. The aircraft accident rate for the quarter based on 100,000 flying hours was 17.3.

(2) Fifty seven percent of the total accidents during this quarter resulted from human cause factors. Engine failures were the greatest material cause factor and accounted for 28% of the total accidents. Tail rotor failures decreased from the previous quarter with a total of 5 tail rotor failure accidents. Loss of RPM accidents decreased with a total of 7 accidents.

(3) Fixed wing accidents accounted for 5 of the 79 accidents representing a downward trend of fixed wing accidents. Fixed wing accident rate for this quarter was 5.5 compared to the 20.2 rate for rotary wing per 100,000 flying hours.

(4) During the last quarter the Aviation Safety Section visited a total of 25 battalion and company sized units. These visits proved beneficial in assisting the aviation accident prevention programs down to the lowest level.

(5) In January, the quarterly aviation safety conference was held at Long Binh, RVN. The conference was attended by all group and battalion safety officers and proved extremely successful. Many ideas were exchanged in the furtherance of the Brigade accident prevention program.

## (6) Aircraft Accident Statistics

<u>MONTH</u>	<u>TOTAL FLYING HOURS</u>	<u>NO. ACCIDENTS</u>	<u>RATE*</u>
Nov	151,727	30	19.8
Dec	151,719	23	15.2
Jan	152,717	26	17.0

\*per 100,000 flying hours

## November Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	27	3	30
Minor Incidents	0	0	0
Forced Landings	41	0	41
Precautionary Landings	11	3	14
	68	11	79

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## December Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	22	0	22
Minor Incidents	0	1	1
Forced Landings	29	4	33
Precautionary Landings	12	2	14
	66	17	83

## January Accident Experience

<u>TYPE</u>	<u>R/W</u>	<u>F/W</u>	<u>TOTAL</u>
Major Accidents	24	1	25
Minor Incidents	1	0	1
Forced Landings	26	2	28
Precautionary Landings	12	4	16
	50	16	66

### h. Chaplain

(1) The following describes Chaplain activities within 1st Aviation Brigade for the period ending 31 January 1970:

(a) Group Religious Services:	Aug-Oct 69	Nov 69-Jan 70
Number conducted	1,153	1,471
Number attending	28,555	40,835
(b) Religious Education		
Number occasions	455	560
Number attending	4,137	4,667
(c) Character Guidance		
Number of classes	288	341
Number attending	42,087	44,364
(d) Number Pastoral visits	19,967	31,727

(2) Provision of additional opportunities of religious exercises by the chaplains, along with the increased tendency for people to attend religious activities during the Christmas season resulted in more persons participating during the reporting period.

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2. (C) Section II. Lessons Learned: Commander's Observation, Evaluations and Recommendations.

a. Personnel. NONE

b. Operations. NONE

c. Training. Instrument Flight Training.

(1) Observation: Lives and valuable equipment are being lost in aircraft accidents caused by the inability of flight crews to cope with instrument weather when they inadvertently enter IMC conditions.

(2) Evaluation: Recent accident experience involving inadvertent instrument flight caused by marginal or adverse weather conditions has emphasize the requirement for additional instrument flight training. Even though instrument minimums are waived in RVN, all aviators must maintain a high state of instrument proficiency. Minimum instrument training requirements have been established within the command. Each aviator is required to fly a minimum of two hours under the hood and accomplish two instrument approaches each month. Additionally, standardization and aircraft command check rides will stress instrument performance under the hood.

(3) Recommendation: Each aviation unit commander must establish and supervise an aggressive instrument training program for aviators under his command.

(4) Command Action:

(a) Command emphasis has been placed on instrument training through directives, discussion at Commanders' Conference, and Standardization Training visits to subordinate units.

(b) Periods of instrument instruction have been integrated into the training schedule of the UH-1 IP School operated by the 1st Aviation Brigade.

d. Intelligence. NONE

e. Logistics.

(1) Routing of messages from higher headquarters.

(a) Observation: Brigade units have received messages either directly from USARV or Field Force II, Vietnam.

(b) Evaluation: The replacement of T53 L-13A Engines having suspect 4th stage compression disc: During the period 24 October to 18 November 1969 five safety of flight messages (3 TWX's and 2 TB's were sent from CG,

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AVSCOM to using units in the field. None of the messages were routed through this Headquarters prior to being transmitted to the operational units. The original message directed that certain serial numbered engines be changed out. The four subsequent messages contained additions and deletions to the original message making it extremely difficult for operational units to ascertain which engines should be changed. As a direct result Brigade units could have changed 18 engines which did not need changing.

(c) Recommendation: This Headquarters be contacted by all subordinate units receiving messages requiring aircraft component change, for verification. This procedure will eliminate the possibility of units changing components needlessly.

(d) Command Action: This Headquarters directed that all subordinate units receiving messages requiring aircraft component change, contact this Headquarters for verification.

### f. Engineer. Helicopter Gunship Revetments.

(1) Observation: Many existing helicopter gunship revetments are inadequate, in that the barrier walls do not act as a barrier to 2.75" rockets accidentally fired from rocket aircraft.

(2) Evaluation: Recent accidents involving the accidental firing of 2.75" rockets have revealed the inadequacy of existing helicopter gunship revetment barrier walls. This is particularly true for those gunship revetments occupied by the AH-1G, Cobra Gunships. Many revetments now utilized by the AH-1G's were constructed by units on a self-help basis to accommodate earlier model helicopter gunships. A comparison of the AH-1G with these earlier model gunships reveals that the rocket launch tubes on the AH-1G are tilted up, when the aircraft is parked affording a launched rocket with a climb angle. A field check of six AH-1G's shows that at the aircraft nose, a position 11.5 ft from the launch tubes, the rocket would be at an elevation of 5.6 ft above ground level. At 40' from the rocket launch tubes the rocket could have climbed to 22 ft, should it follow a straight flight path. Most early helicopter gunship revetments, now occupied by the AH-1G, were constructed with a 4' to 5' barrier wall. It is apparent from the aforementioned figures and accidents, that rockets will easily clear these low type barrier walls.

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(3) Recommendation: That all AH-1G revetments be upgraded to comply with the 6 Aug 69 USAFV standard of 9.5 ft blast wall.

(4) Command Action: A message has been sent to all units requesting the number of revetments requiring the barrier wall. An engineer operational support request will be submitted for the construction as soon as the information is received.

g. Organization. NONE

h. Information. NONE

i. Surgeon. NONE

j. Signal.

(1) ZYS Modification in Aircraft

(a) Observation: ZYS (secure voice modification) program is continuing, however the problem of aircraft being retrograded to CONUS with the ZYS modification installed and being replaced by aircraft issued from CONUS without ZYS modification continues to hamper the program.

(b) Evaluation: Receipt of replacement aircraft from CONUS without ZYS modification continues to hamper the program. After two years of installing the ZYS modification the Brigade has only 62% of the designated aircraft modified.

(c) Recommendation: That continued coordination with USAFV, AVSCOM and this headquarters be effected to assure aircraft issued to the Brigade have been modified prior to shipment to Vietnam.

(d) Command Action: This problem was presented to USAFV requesting that they provide command assistance. USAFV has received information from AVSCOM that in the future aircraft being released for shipment to RVN will be modified.

(2) Inoperation of Secure Voice Systems

(a) Observation: Several instances of inoperative or marginal operation of secure voice systems have been traced to improperly aligned radios.

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(b) Evaluation: Investigation revealed that in several instances of malfunctioning or inoperative secure voice systems, the FM radio was improperly aligned. The FM radio may operate plain text if alignment is not correct, though it is not operating at its maximum efficiency. However, the inherent characteristics of the secure unit makes alignment more critical and any marginally effective radio normally will be out of tolerance for secure operations.

(c) Recommendation: That a country wide information program be initiated to inform all concerned of this problem and how to correct it.

(d) Command Action: An aggressive information program has been implemented to provide this information to the field through the use of conferences, information sheets, newsletters and personal visits.

### (3) Arrival of Aircraft programmed into the AVeL companies for ZYR-ZYS Modification

(a) Observation: Aircraft programmed into the AVeL companies for ZYR-ZYS modification continue to be late or do not arrive on the scheduled date.

(b) Evaluation: The ZYR-ZYS program is designed to accommodate one flight per installation team per day. Aircraft are scheduled into the AVeL units on this basis. In the past there have been several no-shows or arrivals at the AVeL shops as much as four hours late. When this occurs an installation team is idle until another aircraft can be scheduled in.

(c) Recommendation: That commanders at all echelons monitor the ZYR-ZYS program and insure that aircraft programmed for modification are made available as scheduled.

(d) Command Action: Continued daily emphasis on the importance of adhering to the programmed schedules for ZYS installation is being made by this headquarters to all subordinate commanders. In addition a more flexible schedule that will allow short notice substitution of aircraft has been developed.

### (4) Use of non TOE/MTOE Equipment for Communications

(a) Observation: Use of non TOE/MTOE equipment for communications.

(b) Evaluation: Several units have varied noticeably from TOE/MTOE communications equipment in support of operations. The variance has generally evolved from scattered operations during the theater buildup phase and special type operations. Equipment which was on loan eventually became thought of as mission essential and continued in use. However, subsequent MTOE requests did not reflect the change for different types or additional amounts of equipment.

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(c) Recommendation: That units include all mission essential communications equipment in request for TOE/MTOE change when previous authorizations are inadequate or inaccurate.

(d) Command Action: The use of TOE/MTOE equipment is constantly brought to the attention of unit commanders. Suggested MTOE actions are recommended to unit commanders for inclusion in the next submission for TOE/MTOE changes. MTOE actions are not being accepted by USARV at this time.

### (5) Utilization of Radio Teletype Equipment at Company Level

(a) Observation: Radio teletype equipment at company level is not always utilized or required.

(b) Evaluation: Radio teletype equipment at company level, by TOE, is not required as a general rule. The capability should be available to support a company when operating from an isolated or field position. However, a large proportion of Helicopter Companies operate from built up areas, either located or in the vicinity of the battalion to which it is assigned, thereby negating a requirement to have and use radio teletype except for limited times and durations. As a consequence the equipment is stored and improperly maintained while the personnel are used in other areas losing their skill and proficiency. Since the MOS is short world-wide, it is more important that the personnel be assigned where the skill can and will be utilized. The radio teletype operation at battalion-group level has worked satisfactorily. Equipment at battalion is generally better maintained and the personnel are usually utilized in their MOS. Better supervision and more interest in the capability and skill is displayed at battalion level since there is a Signal Officer assigned full time in that duty.

### (c) Recommendation:

1. That the radio teletype capability at company level be deleted from the TOE.

2. That the Battalion Headquarters be authorized and maintain a capability of three radio teletype teams, two of which would be assigned on a mission basis to support the company or companies which requires the capability. Additional requirements to support initial build-ups or special situations would be fulfilled by attaching teams HB, TOE 11-500.

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(d) Command Action: A staff study is being conducted by this headquarters reviewing radio teletype at company and battalion level. The study will involve an extended time frame. This long time frame is necessary to include all aspects of radio teletype operations conducted at company/battalion level and to review brigade teletype assets.



LEO D. TURNER  
Colonel, Infantry  
Deputy Brigade Commander

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SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation  
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HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed the Operational Report-Lessons  
Learned for the quarterly period ending 31 January 1970 from Headquarters,  
1st Aviation Brigade.

2. (C) Comments follow:

a. (C) Reference item concerning "Routing of Messages from Higher  
Headquarters", page 9, paragraph 2e(1). Concur with the recommendation  
and command action taken. Aircraft maintenance messages, either transmitted  
or retransmitted by this headquarters, are dispatched for action to the  
appropriate major subordinate command, with information copies to those  
aviation units subordinate to the major subordinate command. No further  
action by higher headquarters is recommended.

b. (C) Reference item concerning "ZYS Modification in Aircraft",  
page 11, paragraph 2j(1); concur. To preclude further shipment of  
unmodified aircraft to USARV, this matter is being discussed at the AVSCOM  
Closed Loop Support Conference now in session. No further action by  
higher headquarters is recommended.

c. (U) Reference item concerning "Use of Non TOE/MTOE Equipment  
for Communication", page 12, paragraph 2j(4). Concur in the recommendation  
that all mission essential equipment be included in the unit's MTOE.  
However, only emergency MTOE submissions for critical requirements are  
currently being accepted as a result of the USARV moratorium on  
processing TDA, MTDA and MTOE.

d. (U) Reference item concerning "Utilization of Radio Teletype  
Equipment at Company Level", page 13, paragraph 2j(5). Nonconcur with  
recommendations which would delete the capability from the TOE. While  
a TOE applies to all like units world-wide, a unit's MTOE is designed to  
meet the specific operational requirements of the unit in that particular

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AVHGC-DST (14 February 1970) 1st Ind  
SUBJECT: Operational Report-Lessons Learned for Headquarters, 1st Aviation  
Brigade, Period Ending 31 January 1970, RCS CSFOR-65

theater. Appropriate procedures exist, under USARV Reg 310-32, whereby  
a unit may turn-in unneeded TOE/MTOE equipment and declare excess those  
personnel who are not needed.

FOR THE COMMANDER:

*L. D. Murray*  
L. D. MURRAY

CPT, ACC

Assistant Adjutant General

Cy furn:  
1st Avn Bde

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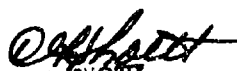
GPOP-DT (14 Feb 70) 2d Ind (U)  
SUBJECT: Operational Report of HQ, 1st Aviation Brigade for Period  
Ending 31 January 1970, RCS CSFOR-65 (R2)

HQ, US Army, Pacific, APO San Francisco 96558 20 MAR 1970

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

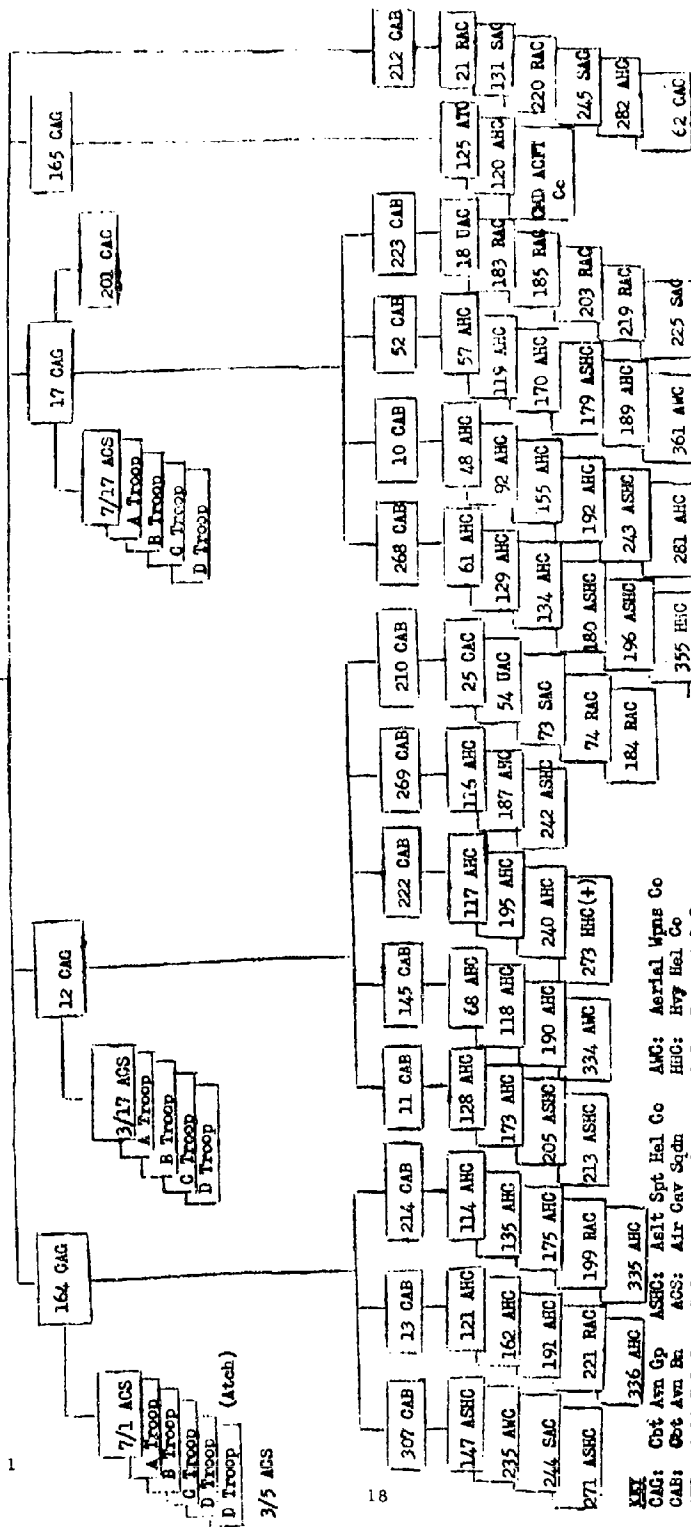
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
C. L. SHORTT  
CPT, AGC  
AMT AG

101 AVT: BDE

Q68. I



336 ABC	335 ABC	
Cpt Arn Gp	ASST: Aslt Spt Hel Co	AMC: Aerial Wpns Co
Cpt Arn Bn	ACS: Air Cav Sqdn	HHC: Hvy Hel Co
Aslt Hel Co	SAC: Surv Apl Co	RAC: Recon Apl Co
Utl Hel Co	CAC: Corp Arn Co	

NOTE 1: 16th CAG, 14th CAB, 71st, 174th & 176th AHCs and 132d & 178th ASHCs attached to 23d Americal Division for all purposes (not shown above).

2: 478th Hvy Hel Co attached to 101st Airborne Division (Aml) for all purposes (not shown above).

AVBAGC

## 1ST AVIATION BRIGADE AND ATTACHMENTS

1 January 1970

UNIT	LOCATION	APC
<u>1ST AVIATION BRIGADE</u>		
HQ & HQ Co	Long Binh	96384
5th Avn Det	Long Binh	96384
8th Mil Hist Det	Long Binh	96384
12th Pub Info Det (TM FB)	Long Binh	96384
478th Hvy Hel Co (-)	Gia Le (Atch 101st Abn Div (AMBL))	96337
382d TC Det (JE)	Gia Le (Atch 101st Abn Div (AMBL))	96337
<u>165th COMBAT AVN GP</u>		
HQ & HQ Co	Long Binh	96384
129th Med Det (OA)	Long Binh	96384
312th Avn Spt Det	Long Binh (Sanford)	96384
313th Avn Spt Det	Tan Son Nhut H-3 (Atch 34th Gen Spt Gp)	96307
314th Avn Spt Det	Lai Khe (Atch 1st Inf Div)	96345
315th Avn Spt Det	Bearcat (Atch 12th CAG)	96370
316th Avn Spt Det	Long Binh (Plantation) (Atch 12th CAG)	96266
317th Avn Spt Det	Di An (Atch 1st Inf Div)	96345
318th Avn Spt Det	An Son (Lane) (Atch 17th CAG)	96238
319th Avn Spt Det	Dau Tieng (Atch 25th Inf Div)	96268
320th Avn Spt Det	Quang Ngai (Atch MACV TM #2)	96260
321st Avn Spt Det	Quang Tri (24th Corps)	96477
322d Avn Spt Det	Quan Loi (Atch 1st Cav Div)	96490
323d Avn Spt Det	Xuan Loc (Atch MACV TM #87)	96376
324th Avn Spt Det	Bien Hoa (Spartan) (Atch 12th CAG)	96227
325th Avn Spt Det	Hue/Phu Bai (24th Corps)	96308
326th Avn Spt Det	Dalat (Atch 1st Log Cmd)	96204
327th Avn Spt Det	Duc Pho (Atch Americal Div)	96217
338th Avn Spt Det	Vung Tau (Atch 1st Log Cmd)	96291
339th Avn Spt Det	Dong Ba Thin (Atch 17th CAG)	96377
340th Avn Spt Det	Phu Loi (Atch 82d Abn Div)	96289
341st Avn Spt Det	Cu Chi (Atch 25th Inf Div)	96353
342d Avn Spt Det	Phu Hiep (Atch 17th CAG)	96316
343d Avn Spt Det	Qui Nhon (Atch 1st Log Cmd)	96238
344th Avn Spt Det	Plieku (Atch 17th CAG)	96318
345th Avn Spt Det	Can Tho (Atch 164th CAG)	96213
346th Avn Spt Det	Vinh Long (Atch 164th CAG)	96357
347th Avn Spt Det	Soc Trang (Atch 164th CAG)	96296
348th Avn Spt Det	Ban Me Thuet (City) (Atch 17th CAG)	96297

Incl 2

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
359th Avn Spt Det	Camp Evans (Atch 101st Abn Div)	96383
360th Avn Spt Det	Hensel (Atch 4th Inf Div)	96262
361st Avn Spt Det	Tan An (Atch 9th Inf Div)	96371
362d Avn Spt Det	Tay Ninh (Atch 25th Inf Div)	96216
363d Avn Spt Det	Phan Thiet (Atch 17th CAG)	96317
364th Avn Spt Det	English (Atch 173d Abn Bde)	96226
365th Avn Spt Det	Long Thanh (North) (Atch 12th CAG)	96530
366th Avn Spt Det	Song Be (Atch 1st Cav Div)	96490
An Khe Airfield Cmd	An Khe (Atch 4th Inf Div)	96294
120th Aslt Hel Co	Long Binh	96384
125th Avn Co (ATC)	Bien Hoa	96227
Cmd Aircraft Co	Long Thanh	96530
<u>12th COMBAT AVN GP</u>	Long Binh	96266
HQ & HQ Co	Long Binh	96266
87th QM Det (PETRL)	Ham Tan (Atch 222d CAB)	96257
390th QM Det (PETRL)	Duc Hoa (Atch 25th Inf Div)	96314
365th Avn Spt	Long Thanh (Atch 210th CAB)	96350
<u>11TH COMBAT AVN BN</u>	Phu Loi	96289
HQ & HQ Co	Phu Loi	96289
128th Aslt Hel Co	Phu Loi	96289
432d Med Det (OA)	Phu Loi	96289
173d Aslt Hel Co	Lai Khe	96289
759th Med Det	Lai Khe	96289
205th Aslt Spt Hel Co	Phu Loi	96289
213th Aslt Spt Hel Co	Phu Loi	96289
<u>145TH COMBAT AVN BN</u>	Bien Hoa	96227
HQ & HQ Co	Bien Hoa	96227
145th Sec Plt	Bien Hoa	96227
324th Avn Spt Det	Bien Hoa	96227
391st QM Det (PETRL)	Xuan Loc	96376
68th Aslt Hel Co	Bien Hoa	96227
430th Med Det (OA)	Bien Hoa	96227
118th Aslt Hel Co	Bien Hoa	96227

<u>UNIT</u>	<u>LOCATION</u>	<u>AP0</u>
190th Aslt Hel Co	Bien Hoa	96227
520th Med Det (OA)	Bien Hoa	96227
334th Aerial Wpns Co	Bien Hoa	96227
<u>210th COMBAT AVN BN</u>	Long Thanh	96530
HQ & HQ Co	Long Thanh	96530
85th Med Det (OA)	Vung Tau	96291
316th Avn Spt Det	Long Binh	96266
197th Med Det (OA)	Long Thanh	96530
25th Avn Co (Corps)	Long Binh	96266
54th Util Apl Co	Vung Tau	96291
73d Surv Apl Co	Vung Tau	96291
ASTA Plat (Atch fr 1st Cav Div)	Vung Tau	96291
ASTA Plat (Atch fr 1st Inf Div)	Vung Tau	96291
74th Recon Apl Co	Phu Loi	96289
184th Recon Apl Co	Phu Loi	96289
<u>222D COMBAT AVN BN</u>	Bear Cat	96530
HQ & HQ Co	Bear Cat	96530
315th Avn Spt Det	Bear Cat	96530
117th Aslt Hel Co	Long Binh	96266
195th Aslt Hel Co	Long Binh	96266
93d Med Det (OA)	Long Binh	96266
240th Aslt Hel Co	Bear Cat	96530
772d Med Det (OA)	Bear Cat	96530
273d Hvy Hel Co	Long Binh	96384
652d TC Det (JE)	Long Binh	96384
<u>269TH COMBAT AVN BN</u>	Cu Chi	96353
HQ & HQ Co	Cu Chi	96353
116th Aslt Hel Co	Cu Chi	96353
431st Med Det (OA)	Cu Chi	96353
187th Aslt Hel Co	Tay Ninh	96216
541st Med Det (OA)	Tay Ninh	96216

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
242d Aslt Spt Hel Co	Cu Chi	96353
<u>3d SQDN 17TH AIR CAVALEY</u>	Di An	96289
HQ & HQ Co	Di An	96289
A Troop	Di An	96289
575th TC Det (KD)	Di An	96289
812th SC Det (RL)	Di An	96289
B Troop	Di An	96289
576th TC Det (KD)	Di An	96289
813th SC Det (RL)	Di An	96289
C Troop	Di An	96289
369th TC Det (KD)	Di An	96289
816th SC Det (RL)	Di An	96289
D Troop	Bien Hoa	96289
<u>16TH COMBAT AVN GP</u>	Chu Lai (Atch 23d Amer Div)	96325
HQ & HQ Co	Chu Lai (Atch 23d Amer Div)	96325
<u>14TH COMBAT AVN BN</u>	Chu Lai (Atch 23d Amer Div)	96325
14th Scty Plat	Chu Lai (Atch 23d Amer Div)	96325
534th Med Det (OA)	Chu Lai (Atch 23d Amer Div)	96325
71st Aslt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
132d Aslt Spt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
174th Aslt Hel Co	Duc Pho (Atch 23d Amer Div)	96217
756th Med Det (OA)	Duc Pho (Atch 23d Amer Div)	96217
176th Aslt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
178th Aslt Spt Hel Co	Chu Lai (Atch 23d Amer Div)	96325
<u>212TH COMBAT AVN BN</u>	Da Nang	96349
HQ & HQ Co	Da Nang	96349
59th SC Det (RL)	Hue Phu Bai	96308
21st Recon Apl Co	Chu Lai	96374
131st Surv Apl Co	Hue Phu Bai	96308
220th Recon Apl Co	Hue Phu Bai	96308
134th Med Det (OA)	Hue Phu Bai	96308



<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
245th Surv Apl Co	Da Nang	96337
282d Aslt Hel Co	Da Nang	96337
519th Med Det (OA)	Da Nang	96337
62d Corps Avn Co	Hue Phu Bai	96308
<u>17TH COMBAT AVN GP</u>	Nha Trang	96240
HQ & HQ Co	Nha Trang	96240
25th Med Det (OA)	Nha Trang	96240
An Khe Afld Cnd	An Khe	96490
201st Corps Avn Co	Nha Trang	96240
58th Avn Det	Nha Trang	96240
<u>10TH COMBAT AVN BN</u>	Dong Ba Thin	96377
HQ & HQ Co	Dong Ba Thin	96377
339th Avn Spt Det	Dong Ba Thin	96377
130th Med Det (OA)	Dong Ba Thin	96377
48th Aslt Hel Co	Ninh Hoa	96240
286th Med Det (OA)	Ninh Hoa	96240
92d Aslt Hel Co	Dong Ba Thin	96377
155th Aslt Hel Co	Ban Me Thuot	96297
8th Med Det (OA)	Ban Me Thuot	96297
348th Avn Spt Det	Ban Me Thuot	96297
192d Aslt Hel Co	Phan Thiet	96317
198th Med Det (OA)	Phan Thiet	96317
363d Avn Spt Co	Phan Thiet	96317
243d Aslt Spt Hel Co	Dong Ba Thin	96377
281st Aslt Hel Co	Nha Trang	96240
<u>52d COMBAT AVN BN</u>	Pleiku (Camp Holloway)	96494
HQ & HQ Co	Pleiku (Camp Holloway)	96494
52d Scty Plat	Pleiku (Camp Holloway)	96494
68th Inf Det (RADAR)	Pleiku (Camp Holloway)	96494
344th Avn Spt Det	Pleiku (Camp Holloway)	96494
94th Med Det (OA)	Pleiku (Camp Holloway)	96494

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
57th Aslt Hel Co	Kontum	96499
321st Avn Spt Det	Kontum	96499
154th Med Det (OA)	Kontum	96499
119th Aslt Hel Co	Pleiku (Camp Holloway)	96494
170th Aslt Hel Co	Pleiku (Camp Holloway)	96494
755th Med Det (OA)	Pleiku (Camp Holloway)	96494
179th Aslt Spt Hel Co	Pleiku (Camp Holloway)	96494
189th Aslt Hel Co	Pleiku (Camp Holloway)	96494
361st Aerial Wpns Co (Escort)	Pleiku (Camp Holloway)	96494
665th TC Det (KD)	Pleiku (Camp Holloway)	96494
621st SC Det (RL)	Pleiku (Camp Holloway)	96494
<u>223D COMBAT AVN BN</u>		
HQ & HQ Co	Qui Nhon	96238
	Qui Nhon	96238
10th Util Apl Co	Qui Nhon	96238
163d Med Det (OA)	Qui Nhon	96238
183d Recon Apl Co	Dong Ba Thin	96377
185th Recon Apl Co	Ban Me Thuot	96297
205d Recon Apl Co	Phu Hiep	96316
219th Recon Apl Co	Pleiku (Camp Holloway)	96494
225th Surv Apl Co	Phu Hiep	96316
<u>268th COMBAT AVN BN</u>		
HQ & HQ Co	Phu Hiep	96316
	Phu Hiep	96316
342d Avn Spt Det	Phu Hiep	96316
433d Med Det (OA)	Phu Hiep	96316
61st Aslt Hel Co	An Son (Lane AHP)	96226
129th Aslt Hel Co	An Son	96238
134th Aslt Hel Co	Phu Hiep	96316
180th Aslt Hel Co	Phu Hiep	96316

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
196th Aslt Spt Hel Co	An Son	96226
546th Med Det (OA)	An Son	96226
318th Avn Spt Det	An Son	96226
355th Hvy Hel Co	Phu Hiep	96316
662d TC Det	Phu Hiep	96316
238th Aerial Wpns Co	Phu Hiep	96316
587th TC Det (KD)	Phu Hiep	96316
193d Med Det (OA)	Phu Hiep	96316
<u>7TH SQDN 17TH AIR CAVALRY</u>		
HQ & HQ Troop	Pleiku (Camp Enari)	96262
	Pleiku (Camp Enari)	96262
A Troop		
288th SC Det (RL)	Pleiku (Camp Enari)	96262
568th TC Det (KD)	Pleiku (Camp Enari)	96262
	Pleiku (Camp Enari)	96262
B Troop		
414th SC Det (RL)	Pleiku (Camp Enari)	96262
569th TC Det (KD)	Pleiku (Camp Enari)	96262
	Pleiku (Camp Enari)	96262
C Troop		
238th SC Det (RL)	An Son	96226
412th TC Det (KD)	An Son	96226
	An Son	96226
D Troop	Pleiku (Camp Enari)	96262
<u>164TH COMBAT AVN GP</u>		
HQ & HQ Co	Can Tho	96215
	Can Tho	96215
52d QM Det (PETRL)	Can Tho	96215
Btry H (Search Lt) 29th Arty	Can Tho	96215
62d QM Det (PETRL)	Can Tho	96215
5th QM Det (PETRL)	Can Tho	96215
53d QM Det (PETRL)	Can Tho	96215
345th Avn Spt Det	Can Tho	96215
13th Scty Plat	Can Tho	96215
774th Med Det (OA)	Can Tho	96215
78th FA Det (RADAR)	Can Tho	96215
346th Avn Spt Det	Vinh Long	96357
83d Med Det (OA)	Vinh Long	96357
261st FA Det (RADAR)	Vinh Long	96357

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<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
347th Avn Spt Det	Soc Trang	96296
69th Inf Det (RADAR)	Soc Trang	96296
41st Med Det (OA)	Soc Trang	96296
262d FA Det (RADAR)	Soc Trang	96296
<u>13TH COMBAT AVN BN</u>	Soc Trang	96296
HQ & HQ Co	Soc Trang	96296
121st Aslt Hel Co	Soc Trang	96296
162d Aslt Hel Co	Can Tho	96215
191st Aslt Hel Co	Can Tho	96215
221st Recon ApLn Co	Soc Trang	96296
336th Aslt Hel Co	Soc Trang	96296
<u>214TH COMBAT AVN BN</u>	Vinh Long	96357
HQ & HQ Co	Vinh Long	96357
758th Med Det (OA)	Vinh Long	96357
114th Aslt Hel Co	Vinh Long	96357
135th Aslt Hel Co	Bear Cat	96370
175th Aslt Hel Co	Vinh Long	96357
199th Recon ApLn Co	Vinh Long	96357
335th Aslt Hel Co	Bear Cat	96370
<u>307TH COMBAT AVN BN</u>	Can Tho	96215
HQ & HQ Co	Can Tho	96215
147th Aslt Spt Hel Co	Vung Tau	96291
235th Aerial Wpns Co	Can Tho	96215
244th Surv ApLn Co	Can Tho	96215
271st Aslt Spt Hel Co	Can Tho	96215
<u>7TH SQDN 1ST AIR CAVALRY</u>	Vinh Long	96357
HQ & HQ Troop	Vinh Long	96357

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